



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

April 23, 2008

Addendum No. 3

RE: Contract ID: C201917
TIP Number: R-2823
County: Nash
Project Description: Rocky Mount Northern Connector from Hunter Hill Road (SR 1604) to US 301

May 20, 2008 Letting

To Whom It May Concern:

Reference is made to the Request for Proposal recently furnished to you on the above project. The following revisions have been made to the Request for Proposal:

The second page of the TABLE OF CONTENTS has been revised. Please void the second page of the TABLE OF CONTENTS and staple the revised second page of the TABLE OF CONTENTS thereto.

Pages 54 – 55 of the ROADWAY SCOPE OF WORK have been revised. Please void Pages 54 - 55 in your proposal and staple the revised Pages 54 - 55 thereto.

Page 58 of the PAVEMENT MANAGEMENT SCOPE OF WORK has been revised. Please void Page 58 in your proposal and staple the revised Page 58 thereto.

Please be advised that the Department does not require these changes to be incorporated into the Design-Build Team's Technical Proposal. However, the lump sum price bid for the entire project in the Price Proposal must include all costs associated with Addendum No. 3.

Sincerely,

R.A. Garris, P.E.
Contract Officer

cc: Mr. Steve Varnedoe, PE
Mr. Jon Nance, PE
Ms. Deborah Barbour, PE
Mr. Victor Barbour, PE
Mr. Art McMillan, PE (w/)
Mr. Clarence Coleman, PE (w/3)
Mr. Phillip Harris, PE
Mr. Ed Lewis
Mr. Ron Hancock, PE
Mr. David Harris, PE
Mr. Andrew Nottingham, PE (w/)
Mr. Ron Davenport, PE (w/)
Mr. Richard Green, Jr., PE (w/)
Ms. Wendi O. Johnson, PE (w/3)
Mr. Andy Brown, PE (w/)
Mr. Eddie Bunn, PE (w/)
Mr., Haywood Daughtry, III, PE (w/)
Mr. Jay McInnis, PE (w/)
Mr. Lawrence Gettier, PE (w/)
Mr. Warren Walker, PE (w/)
Mr. Bobby Lewis, PE (w/)
Mr. Ray McIntyre, PE
Mr. Ayman Alqudwah, PE (w/)
Ms. BenJetta L. Johnson, PE (w/)
Ms. Teresa Bruton, PE (w/4)
Ms. Marsha Sample (w/)
Mr. Michael McCullough (w/)
Mr. Rodger Rochelle, PE (w/)
Mr. Ellis Powell, PE (w/)
Mr. Jay Bennett, PE
Mr. Andy Gay, PE (w/)
Ms. Betty Rawls (w/)
TRC Members (w/)

Ms. Anne Gamber, PE – Hydraulics (w/)
Dr. K.J. Kim, PE – Geotechnical (w/)
Dr. Clark Morrison, PE - Pavement Design (w/)
Mr. Barney Blackburn, PE - Erosion & Sed. Cont. (w/2)
Ms. Jackie Armstrong, PE – Roadway (w/)
Mr. Mitch Hendee, PE - Traffic Control (w/)
Mr. David Boyd - Utility Coordination (w/)
Mr. Lonnie Brooks, PE - Structures / Railroad (w/)
Mr. Cyrus Parker, PE - Geo-Environmental (w/)
Mr. Tim McFadden – Signing (w/)
Ms. Tammy Stewart - Public Information (w/)
Mr. Neal Strickland - Right-of-Way (w/)
Ms. Elizabeth Lusk - Environmental Permits (w/)
Ms. Leilani Paugh - On-Site Mitigation (w/)
Mr. Tim Williams, PE - Signal Design (w/)
Mr. Jimmy Goodnight, PE – Roadway (w/)
Mr. Roger Worthington, PE – Utility Construction (w/)

Mr. Calvin Leggett, PE
Mr. Doug Allison
Dr. Judith Corley-Lay, PE
Mr. Njoroge Wainaina, PE
Mr. Dave Henderson, PE
Mr. Ron King, PE
Mr. Greg Perfetti, PE
Mr. Don Lee
Ms. Pamela L. Alexander, PE
Mr. Greg Thorpe, PE
Mr. Stuart Bourne, PE
Mr. Tony Wyatt, PE (w/)
Mr. Wayne Johnson, PE (w/)
Mr. Robert Memory, PE (w/)
File

SCOPES OF WORK (GREEN SHEETS)

Roadway	51-56
Pavement Management	57-59
Structures	60-62
Geotechnical Engineering	63-71
GeoEnvironmental	72-75
Hydraulics	76-77
Signing	78-80
Traffic Control and Pavement Markings	81-92
Utilities Coordination	93-98
ITS & Signals	99-103
Right of Way	104-106
Erosion and Sedimentation Control	107-112
Public Information	113-114
Environmental Permits	115-119
Utility Construction	120-122

STANDARD SPECIAL PROVISIONS (YELLOW SHEETS)

Plant and Pest Quarantines	123
Shallow Undercut	124
Shoulder and Fill Slope Material	124-125
Reinforced Bridge Approach Fills	125-127
Aggregate Base Course	127
Preparation of Subgrade and Base	127
Asphalt Pavements - Superpave	128-136
Asphalt Paver – Fixed and Mobile String Line	136
Asphalt Binder Content of Asphalt Plant Mixes	136-137
Asphalt Plant Mixtures	137
Final Surface Testing – Asphalt Pavements	137-140
Fence.....	140
Street Signs and Markers and Route Markers	140-141
Steel U-Channel Posts	141
Aggregate Production	141
Concrete Brick and Block Production	141
Portland Cement Concrete (Alkali-Silica Reaction)	141-142
Glass Beads	142
Engineering Fabrics Table 1056-1	142
Paint Sampling and Testing	143
Portable Concrete Barrier	143
Temporary Shoring	143-150
Changeable Message Signs	150-151
On the Job Training	151-153
Availability of Funds – Termination of Contracts	154
NCDOT General Seed Specification for Seed Quality	155-157

- The maximum allowable permanent cut and fill slope shall be 3:1 unless noted otherwise elsewhere in this RFP.
- The Design-Build Team shall inform the State Alternative Delivery Engineer, in writing, of any proposed changes to the NCDOT preliminary design, previously reviewed submittals or the Design-Build Team's Technical Proposal and obtain approval prior to incorporation. The Design-Build Team shall note in the Technical Proposal any proposed deviations to the R-2823 Design Public Workshop Map provided by the Department. The Design-Build Team shall be responsible for any activities, as deemed necessary by the Department or the FHWA, resulting from changes to the NCDOT preliminary design, including but not limited to, public involvement and NEPA re-evaluation. The Department shall not honor any requests for additional contract time or compensation for completion of the required activities resulting from changes to the NCDOT preliminary design.
- No Design Exceptions shall be allowed for the proposed four-lane divided facility. NCDOT prefers not to have design exceptions for the -Y- Lines. If the Design-Build Team anticipates any design exceptions, they shall be clearly noted in the Technical Proposal. Prior to requesting / incorporating a design exception into the Final Plans, the Design-Build Team must obtain prior conceptual approval from the State Alternative Delivery Engineer and FHWA. If approval is obtained, the Design-Build Team shall be responsible for the development and approval of all design exceptions.
- The Design-Build Team shall place rebar and caps with carsonite posts for right of way monument locations for all parcels, as directed by the Engineer. The Department shall furnish the caps and carsonite posts in accordance with Department policy.
- The Design-Build Team shall submit Structure Recommendations and Design Criteria for NCDOT and FHWA review and acceptance prior to submittal of the Preliminary Plans developed by the Design-Build Team. The Design-Build Team shall develop Structure Recommendations that adhere to the format noted in the March 25, 2003 and September 1, 2004 memos from Mr. Jay Bennett, PE, State Roadway Design Engineer.
- The Design-Build Team shall be responsible for the sound barrier wall design and construction for the walls listed in the approved Final Design Noise Report, including all geotechnical investigations necessary to design the foundations. The Design-Build Team has the option of locating the sound barrier walls along the right of way line or in accordance with the NCDOT *Design Manual*. Regardless of which option is chosen, the Design-Build Team shall maintain the minimum top of wall elevations noted in the Final Design Noise Report. Sound barrier walls located on the outside shoulder in fill sections shall be located 12' from the edge of travel lane. The Design-Build Team is not required to delineate the sound barrier wall locations in the Technical Proposal. The Design-Build Team shall be responsible for the wall envelope details. If the Design-Build Team revises the horizontal and / or vertical alignments such that greater noise impacts are possible on surrounding receptors, the Design-Build Team shall re-analyze and complete a revised noise report, if necessary, for NCDOT and FHWA review and acceptance. The original Final Design Noise Report will be provided to the Design-Build Team to assist in their determination of anticipated additional noise impacts on current receptors due to a design change. If adjustments to, or addition of, sound barrier walls are required as a result of design deviations, the Design-Build Team shall be responsible for all costs associated with the adjustments and / or additions.

- The Rocky Mount Northern Connector is a partial control of access facility. Prior to negotiating with property owners, the Design-Build Team shall delineate the control of access and associated break points on the Right of Way Plans for the Department's review and acceptance. All parcels with 2000 feet of frontage, or less, along the Rocky Mount Northern Connector shall be provided only one access point, unless otherwise approved by the Engineer. For those parcels with less than 2000 feet of frontage along the Rocky Mount Northern Connector and access along another roadway, access may be denied along the Rocky Mount Northern Connector. For parcels currently without access points, the Design-Build Team shall only be responsible for providing control of access breaks, not for the construction of driveway stubouts. The Design-Build Team shall be responsible for coordination with and approval by the NCDOT of the woven wire fence placement and access control break locations. The Design-Build Team shall be responsible for installation of the woven wire fence.
- The Design-Build Team shall not further impact any cultural, historical, or otherwise protected landmark or topographic feature beyond that shown on the R-2823 Design Public Workshop Map. The Design-Build Team shall not acquire right of way or easements from the aforementioned features unless shown on the R-2823 Design Public Workshop Map. The Department will be responsible for the design and construction of the required plantings along the Ricks-Boseman Farm historic site.
- The Design-Build Team shall be responsible for the evaluation of the algebraic difference in rates of cross slope (roll-over) between existing shoulders and roadways and the associated suitability for carrying traffic during construction, if necessary. In the event that the roll-over is found to be unacceptable for the proposed temporary traffic patterns, the Design-Build Team shall be responsible for providing cross slopes that meet design standards and eliminate roll-over concerns.
- Unless noted otherwise in this RFP, all guardrail placement shall be in accordance with the July 2006 *NCDOT Standard Drawings* and / or approved details in lieu of standards. The guardrail design shall be submitted for review with the Preliminary Plans submittal.
- The Design-Build Team shall design and construct concrete median barrier in front of all sound barrier walls located on outside shoulders in fill sections, retaining walls and all elements acting as a retaining wall that are subject to vehicular impact in the vehicle recovery area.

General

The design shall be in accordance with the *2004 AASHTO A Policy on Geometric Design of Highways and Streets*, *2006 NCDOT Roadway Standard Drawings*, *NCDOT 2002 Roadway Design Manual*, *Roadway Design Policy and Procedure Manual*, *Roadway Design Guidelines for Design-Build Projects*, *2006 North Carolina Standard Specifications for Roads and Structures*, and the *AASHTO Roadside Design Guide 2002*.

If the *NCDOT Roadway Design Manual*, the *2004 AASHTO A Policy on Geometric Design of Highways and Streets*, the *2006 Roadway Standard Drawings* and / or any other guidelines, standards or policies have desirable and / or minimum values, the Design-Build

pavement designs are selected, the Design-Build Team shall stay with the selected option throughout the project. The Design-Build Team shall specify the pavement options to be used in the Technical Proposal.

The Design-Build Team shall resurface the existing mainline pavement with a minimum 3.0" S9.5B. The Design-Build Team shall resurface the existing -Y- Lines pavement with a minimum pavement depth that equals the full thickness of surface course as provided in the table above. As an alternate to the -Y- Line resurfacing requirement noted above, the Design-Build Team may mill and replace 1.5" of surface course through the sections of -Y2- (NC 43) that require only pavement marking obliteration / revision. (Reference Roadway Scope of Work).

In areas where the existing paved shoulder is proposed to be incorporated into a permanent travel lane, the Design-Build Team shall be responsible for evaluating the existing paved shoulder regarding its suitability for carrying the projected traffic volumes. In the event that the existing paved shoulder is found to be inadequate, the Design-Build Team shall be responsible for upgrading the existing paved shoulder to an acceptable level or replacing the existing paved shoulder. The Design-Build Team shall submit their evaluation and proposed use of existing paved shoulders to the State Alternative Delivery Engineer for review and acceptance or rejection.

The Design-Build Team shall pave from the edge of the proposed paved shoulder to the face of **sound barrier walls located on the outside shoulder in fill sections and all guardrail** with 6" of ABC (or 4" B25.0B) and at least one lift of S9.5B surface course. The ABC pavement design shall require a split seal or a prime coat at the normal application rates. In these areas, the Design-Build Team's installation of ABC or Black Base shall be consistent with the pavement type chosen for the specific roadway.

All driveways, up to the radius point, shall be constructed with the full-depth pavement design of the intersecting roadway. The entire impacted length of all non-concrete driveways with a 10% or steeper grade shall be constructed with 1.5" S9.5B and 8" ABC. Unless otherwise noted above, the Design-Build Team shall adhere to the following for all driveway construction:

For existing gravel and soil driveways, use 8" ABC

For existing asphalt driveways, use 1.5" S9.5B and 8" ABC

For existing concrete driveways, use 6" jointed concrete reinforced with woven wire mesh

The Design-Build Team shall be responsible for the design of all temporary pavements and for the evaluation of existing shoulders, roadways and haul roads regarding their suitability for carrying traffic during construction, if necessary. In the event that the existing shoulders and roadways are found to be inadequate for the proposed temporary traffic volumes and durations, the Design-Build Team shall be responsible for upgrading the pavement to an acceptable level. Temporary pavements shall be designed in accordance with the most recent version of the North Carolina DOT Pavement Design Procedure. Temporary pavement designs are to be submitted for review and comment using the contract submittal process. The expected duration for traffic on temporary pavement must be included as part of the submittal. (Reference Roadway Scope of Work)